

CENTRAL INTELLIGENCE AGENCY

REPORT

COUNTRY East Germany

DATE DISTR. 4 May 1955

SUBJECT Notes on Railroad Activities

NO. OF PAGES 4

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO. 25X1

25X1

THIS IS UNEVALUATED INFORMATION

1. The rails on the Ludwigslust - Wittenberge railroad line were being replaced in late 1954. The Stresow - Karstaedt line section was completed in November 1954. In early 1955, the rails on the Lueblow - Rastow line section were being replaced. The ties were delivered by Poland, the rails by the USSR. The rails were delivered in sections 12.5 meters long and were welded together into 50-meter units. ¹

25X1

2. On 6 February 1955, the railroad bridge over the Neisse River in Muskau and the railroad viaduct in Goerlitz were not in operation. It appeared that one pier of the railroad bridge at Muskau had sunk. No repair work was observed. ²

25X1

3. On 8 February 1955, the reserve column locomotives of the individual RBDS were parked at the following points:

RBD	Parking Place
Berlin	Ruednitz
Greifswald	Ducherow
Schwerin	Strasburg
Halle	Eilenburg
Cottbus	Kerkwitz
Magdeburg	Meyenburg

A total of 11 column locomotives of RBD Magdeburg are said to be still parked at Strasburg in the area of RBD Schwerin. Most of the column locomotives were of type 50 and 52. The locomotives parked are rotated continually. Locomotives which have undergone general overhaul are assigned to the pool of reserve locomotives in exchange for reserve locomotives which are reassigned to the park of operational locomotives. The maximum time period during which column locomotives are kept in a preserved state is eight months. ³

4. The following information relative to the organization of cadre work was excerpted from decree No 273 of the Minister of Traffic, dated 29 January 1955: 25X1

25X1

CLASSIFICATION

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB			DISTRIBUTION				
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI							

25X1

S-E-C-R-E-T

-2-

25X1

a. The previous organization of the cadre activities within the field of traffic did not meet present political requirements. It was therefore resolved to establish independent cadre departments with all Main Administrations of the ~~newly founded Ministry of Traffic~~. The ~~work~~ of these cadre departments was to be ~~specialized and controlled by the~~ Central Cadre Department of the Ministry of Traffic. ~~Since work at~~ the RBD level was to be conducted along the lines of the Central Cadre Departments. After 1 February 1955, a so-called "Zentrale Kader-Registatur" (Central Cadre Files) ~~was to be established with the~~ Ministry of Traffic, all RBDs and ~~RBDs~~ (railroad subdistrict offices).

b. Missions of Cadre Departments:

- (1) Central Cadre Departments of the Ministry of Traffic and RBDs:
Control of the execution of government and party resolutions in the field of cadre work.
Support of all measures taken by the Minister of Traffic and the Chiefs of RBDs.
- (2) Cadre Departments of Main Administrations and Administrations:
Same missions as mentioned under paragraph (1), but at the level of main administrations and administrations.
- (3) Cadre Sections at RBAs:
Missions of these sections will be restricted to the field of traffic and operations. 4

5. During the Traffic Conference held in Leipzig between 4 and 6 February 1955, it was announced that economy measures effecting a saving of approximately 20 million DME would be introduced in the sphere of the GDR Ministry of Traffic in 1955. It was stated that the budget of the Main Administration for Shipping would be cut by 5 million DME. The savings envisaged were to be effected by an increase of work norms, a reduction of administrative personnel, and improved utilization of technical equipment. 5

25X1

6. On 15 January 1955, ~~Dr. [redacted]~~ was made president of RBD Berlin.

One of his first decrees was the cancellation of the so-called "Traffic Situation Reports" which had previously to be made every day. It was believed that this step was connected with tightened security measures. Every railroad official working at RBD Berlin must present a special pass when entering the building. 6

25X1

7. ~~[redacted]~~ RBA Schwerin will be deactivated and its area merged with RBAs Wismar, Rostock, and Guestrow. In connection with ~~the~~ reorganization of the railroad administration, RBAs will retain only the Department for Operations and Traffic while the Department for Railroad Lines, Permanent Way, Construction Work, Locomotives and Machinery, Safety and Signal Communications, Planning and Materials Supply will be re-established with RBDs. This measure was brought about in connection with resolutions taken by the 21st Plenary Session of the Central Committee of the SED, designed to ~~make the administration of railroads more~~ economical by saving ~~on personnel~~.

25X1

8. ~~[redacted]~~ the following changes in RBD boundaries went into effect:

25X1

a. The following installations of RBD Berlin were transferred to RBD Magdeburg:

Bw (railroad maintenance shop) Brandenburg
Bw Brandenburg-Altstadt
Bw Ketzin
Locomotive maintenance shop at Lehnin
" " " Belzig
" " " Roskow
" " " Rathenow
RAW (railroad repair shop) Brandenburg-West
Switch plant Brandenburg-West

S-E-C-R-E-T

25X1

-3-

25X1

- b. Transferred from RBD Cottbus to RBD Dresden:
Locomotive maintenance shop at Grossenhain
- c. Transferred from RBD Dresden to RBD Halle:
Locomotive maintenance shop at Muehlberg
- d. Transferred from RBD Dresden to RBD Cottbus:
Bw Bautzen
Bw Goerlitz
Bw Zittau
Bww (railroad maintenance shop for rolling stock) in Loebau
Locomotive maintenance shop in Bischofswerda
" " " Bernsdorf
" " " Loebau
" " " Weissenberg
" " " Ebersbach
" " " Arnsdorf
- e. Transferred from RBD Erfurt to RBD Dresden:
Bw Gera
Locomotive maintenance shop in Gera-Pforten
" " " Wuenschendorf
" " " Zeulenroda
- f. Transferred from RBD Erfurt to RBD Halle:
Bw Zeitz
- g. Transferred from RBD Halle to RBD Magdeburg:
Bw Dessau
Bw Rosslau
RAW Dessau
Stahlbau (steel plant) in Dessau
- h. Transferred from RBD Schwerin to RBD Greifswald:
Bw Waren
Locomotive maintenance shop in Malchin
RAW Malchin

8

9. [redacted] the changes in the boundaries of RBD Magdeburg have gone into effect. In timetable matters, the old boundaries will remain in force until May 1955, however. The area of RBA Halberstadt has been split up. The Oschersleben - Halberstadt railroad line inclusive of branch lines but exclusive of the Halberstadt railroad station itself was transferred to RBA Magdeburg. All the other lines were transferred to RBA Aschersleben. The new boundaries of RBD Magdeburg are at the following railroad stations:

25X1

Railroad Line	Railroad Station
Oebisfelde - Berlin	Brandenburg (inclusive)
Magdeburg - Berlin	Brandenburg
Gueterglueck - Berlin	Brandenburg
Dessau - Wittenberg	Coswig
Zerbst-Dessau-Bitterfeld	Dessau-Sued

The branch lines of the railroad lines mentioned have also been transferred to RBD Magdeburg. This applies to the Neustadt/Dosse - Brandenburg - Belzig - Treuenbrietzen; Nauen - Roskow - Krakauer-Tor and Nauen - Ketzin; and Dessau - Woerlitz - [redacted] lines. 8

ILLEGIB

1. [redacted]
2. [redacted] Comment. These two rail bridges over the Neisse River were completed a long time ago. They are, however, not yet in operation. [redacted]

25X1

25X1

~~S-E-C-R-E-T~~

-4-

25X1

3. [] Comment. These locomotives which belonged to deactivated locomotive columns are being kept as a reserve of the Ministry of Traffic and the RBDs. [] 25X1
4. [] Comment. The reorganization of cadre work was decreed in connection with the formation of the Ministry of Traffic and the reorganization of general administrative procedure. [] 25X1
5. [] Comment. Drastic economy measures were resolved upon at the 21st Plenary Session of the SED Central Committee. [] 25X1
6. [] 25X1
7. [] 25X1
8. [] Comment. The change of RBD boundaries was ordered in early January 1955. [] 25X1

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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

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2. On 6 February 1955, the railroad bridge over the Neisse River in Muskau and the railroad viaduct in Goerlitz were not in operation. It appeared that one pier of the railroad bridge at Muskau had sunk. No repair work was observed. 2

3. On 6 February 1955, the reserve column locomotives of the individual RBDs were parked at the following points:

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4. The following information relative to the organization of cadre work was excerpted from decree No 2/55 of the Minister of Traffic, dated 29 January 1955:

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S-E-C-R-E-T
-2-

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Switch plant Brandenburg-West

S-E-C-R-E-T

~~S-E-C-R-E-T~~

25X1

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Bw Goerlitz
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Magdeburg - Berlin	Gross-Kreutz "
Gastengraben - Berlin	Borkheide "
Dessau - Wittenberg	Coswig "
Zerbst-Dessau-Bitterfeld	Dessau-Sued "

The branch lines of the railroad lines mentioned have also been transferred to RBD Magdeburg. This applies to the Neustadt/Dosse - Brandenburg - Belzig - Treuenbrietzen; Nauen - Roskow - Krakeuer-Tor and Nauen - Ketzin; and Dessau - Werlitz - Cohnau-Rehse railroad lines. 8

1. [] Comment. The replacement of [] rails on the line sections mentioned [] The line sections are part of the Berlin - Wittenberge - Hamburg railroad line which is single-track in the GDR.
2. [] Comment. These two rail bridges over the Neisse River were completed a long time ago. They are, however, not yet in operation. []

25X1

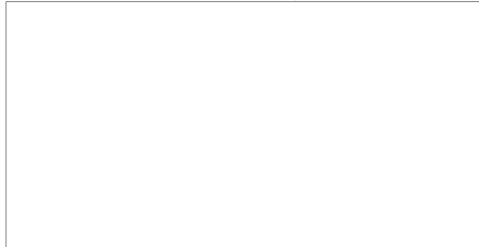
25X1

~~S-E-C-R-E-T~~

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-4-

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25X1

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